		NTSB ID: CHI00LA254A		Aircraft Registration Number: N1116Y	
		Occurrence Date: 08/11/2000		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place NORTH PLATTE		State NE	Zip Code 69103	Local Time 2300	Time Zone CDT
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Cessna		Model/Series 208B		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On August 11, 2000, about 2300 central daylight time, a Cessna 208B, N1116Y, piloted by a commercial pilot, sustained minor damage during taxiing when it impacted a standing Cessna 172N, N734WD, operated by a commercially rated flight instructor with a student pilot on board, on taxiway B at North Platte Regional Airport Lee Bird Field, near North Platte, Nebraska. N734WD sustained substantial damage. N1116Y was operating as a non-scheduled domestic cargo flight under the provisions of 14 CFR Part 135 and N734WD was operating as an instructional flight under the provisions of 14 CFR Part 91. Visual meteorological conditions prevailed at the time of the accident. N1116Y had an IFR flight plan on file and N734WD had a VFR flight plan on file. The three pilots were uninjured. Both flights were originating at the time of the accident. N1116Y was destined for Central Nebraska Regional Airport, near Grand Island, Nebraska, and N734WD was destined for Tri-County Airport, near Erie, Colorado.</p> <p>The Cessna 208B's pilot stated, "I saw the aircraft taxi toward the south west out of the grass, and then south to the taxiway. After doing paper work, I got into the airplane (time was 22:50) and started the airplane engine completed the checklist and turned on taxi lights and started to taxi from the ramp. The radio tuned to 123.00 and transmitted that Sub Air was taxiing from the ramp to runway 12. I then noticed that the airport lights were not on. I thought this was odd because of the 172 which had taxied out. I stopped the airplane which was still on the ramp and switched the radio from 132.7 back to 123.00 and turned on the lights. I then switched back to 132.7 and called Denver center and received the IFR clearance. At this time I was just leaving the ramp. As I taxied onto the taxiway going East I was wondering where the 172 was because I had not heard any calls from it for take off. The airplane was light so powerlever was at idle and was not taxiing very fast, still could not locate the 172. Then all of a sudden I saw the rudder of the airplane. There were no lights on the tail of 172 that I could see. I applied the brakes and slid the wheels but the propeller cut into the tail of the 172. I stopped and the 172 taxied forward approximately 20 feet. I shut down the engine and got out of the 208. Two pilots were out of their 172 but the master switch was still on because I now could see the glow of the red nav light on the left wing on the ground. The strobe on the belly at the 172 was not on."</p> <p>The Cessna 172N's instructor stated, "We began our taxi without our taxi/landing light on, using only our beacon and position lights. ... While at the hold short line we performed our run-up and opened our flight plan. My standard procedures for switching to FSS while on a CTAF are to switch the transmitter to the frequency on which I'm about to talk, and monitor the CTAF simultaneously. We followed this procedure and while I opened our flight plan, I heard no traffic advisories on the CTAF. 30 seconds after switching back to the CTAF for transmission, I turned my head left to look at [my student]. Out of my peripheral vision I saw a red glow moving toward us from behind. At this point I turned completely 180 degrees to our six o'clock looking directly behind us. The sight I saw next was the most horrifying scene that I have ever witnessed as a pilot. Out of the red glow of what I can only assume was our beacon, I saw the intake and spinner of the Grand Caravan bearing down on us at an unbelievable rate. I moved my hand and head forward as quickly as</p>					
FACTUAL REPORT - AVIATION					

National Transportation Safety Board

FACTUAL REPORT**AVIATION**

NTSB ID: CHI00LA254A

Occurrence Date: 08/11/2000

Occurrence Type: Accident

Narrative (Continued)

possible in an attempt to firewall the throttle. This effort was futile because my student was on the brakes and didn't know what was happening. As it turned out, the Caravan hit us before my hand reached the throttle. The plane shook violently forward and to the right for no more than 2 or 3 seconds. By this time I had reached the throttle and moved us forward enough to be out of the other aircraft's way."


A witness stated, "[The Cessna 172N] taxied out to taxi way 'B'. As he was leaving I saw that he did have his beacon on the tail flashing, this was about 10:40. Between 10:40 and 10:55 I finished closing up shop. At 10:55 I went outside to have a smoke and wait for 11:00 to roll around. As I walked outside, [the Cessna 208B] was on taxiway 'B' traveling at a moderate to slightly high speed. Nothing outrageous but he was moving along. Then I saw the impact. At first I didn't know what happened, if the caravan had blown a tire and the nose gear collapsed. It wasn't until I drove out there that I saw the 172 with the tail tore off that I realized what had happened."


A navigation light assembly from the Cessna 172N was recovered from the scene. The assembly was sent to the National Transportation Safety Board's Materials Laboratory. The report stated, "...All of the glass had been broken away, and none of the filament remained attached to the deformed filament posts. For this reason, the condition of the filament could not be determined." See appended Materials Laboratory Factual Report.


Black colored ground marks were found trailing behind the Cessna 208B's main tires. See appended photographs.

At 2256, the North Platte Regional Airport Lee Bird Field weather was: Wind 160 degrees at 11 knots; visibility 10 statute miles; sky condition clear; temperature 30 degrees C; dew point 11 degrees C; altimeter 29.95 inches of mercury.

The airport manager stated, "As you can see the airport safety inspection was made at 640am Friday and the lights were working. We had no reports that the taxiway lights were inop anytime that evening. The lights were on when I arrived at the accident site around 1145pm." See appended statement and safety inspection.

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: CHI00LA254A				
		Occurrence Date: 08/11/2000				
		Occurrence Type: Accident				
Landing Facility/Approach Information						
Airport Name NORTH PLATTE REGIONAL		Airport ID: LBF	Airport Elevation 2779 Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:						
Runway Surface Condition:						
Type Instrument Approach: NONE						
VFR Approach/Landing:						
Aircraft Information						
Aircraft Manufacturer Cessna		Model/Series 208B		Serial Number 208B-0368		
Airworthiness Certificate(s): Normal						
Landing Gear Type: Tricycle						
Homebuilt Aircraft? No		Number of Seats: 2	Certified Max Gross Wt. 8950 LBS	Number of Engines: 1		
Engine Type: Turbo Prop		Engine Manufacturer: P&W	Model/Series: PT6A-114A	Rated Power: 675 HP		
- Aircraft Inspection Information						
Type of Last Inspection AAIP		Date of Last Inspection 07/18/2000	Time Since Last Inspection 64 Hours	Airframe Total Time 3840 Hours		
- Emergency Locator Transmitter (ELT) Information						
ELT Installed? Yes		ELT Operated? No	ELT Aided in Locating Accident Site?			
Owner/Operator Information						
Registered Aircraft Owner SUBURBAN AIR FREIGHT		Street Address P.O. BOX 19090				
		City OMAHA	State NE	Zip Code 68119		
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner				
		City	State	Zip Code		
Operator Does Business As:				Operator Designator Code:		
- Type of U.S. Certificate(s) Held:						
Air Carrier Operating Certificate(s): On-demand Air Taxi						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 135: Air Taxi & Commuter						
Type of Flight Operation Conducted: Unknown						

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: CHI00LA254A																																																																																		
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First Pilot Information																																																																																				
Name		City		State	Date of Birth																																																																															
On File		On File		On File	Age																																																																															
					56																																																																															
Sex: M	Seat Occupied: Left	Principal Profession: Civilian Pilot		Certificate Number: On File																																																																																
Certificate(s): Commercial																																																																																				
Airplane Rating(s): Multi-engine Land; Single-engine Land																																																																																				
Rotorcraft/Glider/LTA: None																																																																																				
Instrument Rating(s): Airplane																																																																																				
Instructor Rating(s): None																																																																																				
Type Rating/Endorsement for Accident/Incident Aircraft? No				Current Biennial Flight Review?																																																																																
Medical Cert.: Class 2		Medical Cert. Status: Valid Medical--w/ waivers/lim.		Date of Last Medical Exam: 11/29/1999																																																																																
<table border="1"> <thead> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> </thead> <tbody> <tr> <td>Total Time</td> <td>3232</td> <td>226</td> <td>1487</td> <td>1745</td> <td>1000</td> <td>162</td> <td>50</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>3100</td> <td>200</td> <td>1400</td> <td>1700</td> <td>1000</td> <td>162</td> <td>50</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td></td> <td></td> <td></td> <td></td> <td>184</td> <td>12</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td></td> <td></td> <td></td> <td></td> <td>61</td> <td>4</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td></td> <td></td> <td></td> <td></td> <td>2</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>						- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	3232	226	1487	1745	1000	162	50				Pilot In Command(PIC)	3100	200	1400	1700	1000	162	50				Instructor											Last 90 Days					184	12					Last 30 Days					61	4					Last 24 Hours					2					
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Seatbelt Used? Yes		Shoulder Harness Used? Yes		Toxicology Performed? No																																																																																
				Second Pilot? No																																																																																
Flight Plan/Itinerary																																																																																				
Type of Flight Plan Filed: IFR																																																																																				
Departure Point		State	Airport Identifier	Departure Time	Time Zone																																																																															
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Source of Briefing: Flight Service Station																																																																																				
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 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: CHI00LA254A	
		Occurrence Date: 08/11/2000	
		Occurrence Type: Accident	

Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
LBF	2256	CST	2779 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Clear				0 Ft. AGL	Condition of Light: Night/Dark
Lowest Ceiling: None			0 Ft. AGL	Visibility: 10 SM	Altimeter: 29.00 "Hg
Temperature: 86 °C		Dew Point: 52 °C	Wind Direction: 160		Density Altitude: Ft.
Wind Speed: 11		Gusts:	Weather Conditions at Accident Site: Visual Conditions		
Visibility (RVR): 0 Ft.		Visibility (RVV) 0 SM	Intensity of Precipitation: Unknown		
Restrictions to Visibility: None					
Type of Precipitation: None					

Accident Information					
Aircraft Damage:		Aircraft Fire:		Aircraft Explosion	
Classification:					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -				1	1
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	0	1	1

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National Transportation Safety Board

FACTUAL REPORT
AVIATION

NTSB ID: CHI00LA254A

Occurrence Date: 08/11/2000

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

EDWARD F. MALINOWSKI

Additional Persons Participating in This Accident/Incident Investigation:

DALLAS E BAKER
FAA, 3431 AVIATION RD, STE 120
LINCOLN, NE 68524